

**MEMORANDUM**

To: Livin Prabhu

Date: July 8, 2004

File: W9777.2

From: Bill Scott and Mohan Dadlani

Subject: **COMMENTS ON ELLWOOD MARINE TERMINAL NOP SCOPING  
DOCUMENT**

Venoco, Inc. is leaseholder operating the Ellwood Marine Terminal. Venoco has applied for the renewal of lease, until February 28, 2013.

On page 2 of the scooping document, the MT has been described as consisting of: an irregular six-point mooring system located at an approximate water depth of 60 feet, 2600 feet from shore. *Two buoys (one 30-inch diameter sphere buoy and one hose marker buoy);*

It is suggested that the Draft EIR clarify this description of the MT with the help of a diagram given in the Operations Manual.

1-1

It is also suggested that additional information such as the latest Bathymetric Survey be provided in the DEIR for better understanding of the mooring area.

1-2

Offshore is one word, not hyphenated!

1-3

The last paragraph of item 4 on page 2, states that CSLC has jurisdiction over the offshore component of the pipeline. Under an MOU with the California State Fire Marshal dated 04/30/2003, CSLC was granted jurisdiction over both the offshore and onshore components of the pipeline.

1-4

In Part 4, first paragraph, next to last sentence it states the terminal has "a maximum barge loading capacity of 56,000 barrels". I can't figure out what that means.

1-5

Cosmetic: throughout the document, sometimes Project is capitalized, sometimes not.

1-6

**MEMORANDUM**

To: Livin Prabhu  
Supervisor, Regulations, MFD

Date: July 9, 2004

From: Martin L. Eskijian, P.E.  
Supervisor, Engineering Branch, MFD

File: W9777.2

Subject: **Engineering Comments - Elwood MOT Lease Renewal**

Avi and I have reviewed the Elwood NOP Scoping Document, draft dated July 14, 2004. The following comments are provided for consideration:

- |   |     |
|---|-----|
| 1. Figure 1 is missing.   | 2-1 |
| 2. This is the last of the 10-year lease renewal options – what happens if Venoco suddenly decides not to proceed and terminate operations before the 10-year period has expired? | 2-2 |
| 3. Suggest a separation of section 61.5 into geological and separate out structural integrity (call it Engineering Issues) for the following section.                             | 2-3 |

Suggest deletion of "such as corrosion" and put into the following section on structural integrity. Delete reference to tsunami damaging structural components. In 60 feet of water, the effects of a tsunami on a mooring system are minimal.	2-4
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For the section on structural integrity of the mooring system and the pipeline:

- |  |     |
|--|-----|
| a. Inspection of the chain and anchor systems is critical, and if not maintained could fail.   | 2-5 |
| b. Severe metocean conditions may exceed the operating parameters of the mooring system, and cause a failure of a chain or anchor.   | 2-6 |
| c. Pipeline issues include internal or external corrosion, free spanning, vortex shedding, corrosion, possible impact and pulling from misguided anchors. The adequacy of cathodic protection systems should be carefully inspected and evaluated. | 2-7 |
| d. Fatigue of mooring jewelry, chains and fittings is an important consideration that should be evaluated during maintenance intervals.  | 2-8 |
| e. Take the last two bullets of this section and move them into the structural integrity section.  | 2-9 |

4. Section 6.1.6 – suggest inclusion of the following:

The EIR should address conditions where the barge (with tug) must depart the terminal due to severe metocean conditions, the possibility of vessel impact while transferring, and the operational condition of the equipment (electrical/mechanical/fire	2-10
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detection/suppression) on the barge. (Is this facility a possible terrorist target, and should this be mentioned at this time?)

**2-10,  
cont.**

Many of these comments need to be formatted into the template of the Scoping Document. I would suggest that we get another chance to edit the text, before it goes out.

**2-11**

July 28, 2004

Marina R. Brand  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Subject: Request for Review of Notice of Preparation of an Environmental Impact  
Report for the Venoco Ellwood Marine Terminal Lease Renewal (Venoco,  
Inc.)

Dear Ms. Brand:

Air Pollution Control District staff has reviewed the subject project notice of preparation, which is a proposal for renewal of the Venoco Lease (Lease PRC 3904.1) for an additional ten years until February 28, 2013. This would allow Venoco to continue operation the Ellwood Marine Terminal, which is a crude oil marine loading terminal and associated storage facility. There will be no impacts on air quality in Ventura County; therefore we have no comments to submit on the project.

3-1

Thank you for the opportunity to comment on this project. If you have any questions, please call me at (805) 645-1426 or by email at [alicia@vccapcd.org](mailto:alicia@vccapcd.org).

Sincerely,

Alicia Stratton  
Planning and Monitoring Division

**Santa Barbara County  
Air Pollution Control District**

July 29, 2004

Ms. Marina R. Brand  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, California 95825

Regarding: Venoco Ellwood Marine Terminal 10-Year Lease Renewal NOP (State Oil and Gas Lease PRC-3904.1).

Dear Marina,

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Notice of Preparation of a Draft EIR (NOP) for the above-mentioned project. We have reviewed the Project Description and Scoping document provided and we have the following comments:

- |    |   |     |
|----|---|-----|
| 1. | We concur with the scope of the Air Quality section, in general.  | 4-1 |
| 2. | Additionally, the DEIR should evaluate odor and nuisance impacts associated with the failures of the seals on the onshore storage tanks, as well as failures of the vapor recovery unit (VRU), or of the I. C. engine driving the VRU compressor on the dedicated barge. Also, please address odor/nuisance potential at the tail end of a routine barge oil loading operation when the VRU is compressor is shut-down. | 4-2 |
| 3. | A health risk impact assessment for air toxic emissions during normal barge loading operations should be performed. The potential impact of hazardous air pollutant releases resulting from an oil spill during barge loading should also be discussed.   | 4-3 |
| 4. | As the barge, tug boat and assist vessels are all equipped with diesel-fired, non-road (and essentially uncontrolled) internal combustion engines, please evaluate the potential of these emission sources to violate the nitrogen oxide ambient air quality standard.  | 4-4 |

If you have any questions, I may be reached at 805.961.8893 or [vij@sbcapcd.org](mailto:vij@sbcapcd.org).

Sincerely,

Vijaya Jammalamadaka, AICP  
Air Quality Specialist  
Technology and Environmental Assessment Division

Cc: TEA Chron  
Project file (Venoco Ellwood Marine Terminal)  
S. Mukhdrji, APCD

## LEAGUE OF WOMEN VOTERS OF SANTA BARBARA, INC.

328 East Carrillo Street, Suite A  
Santa Barbara, California 93101 TEL/FAX (805) 965 2422

e-mail: [lwv.sb@silcom.com](mailto:lwv.sb@silcom.com)  
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Statement to the State Lands Commission on August 3, 2004

Subject: Venoco Ellwood Marine Terminal Lease Renewal

I am Connie Hannah, speaking for the League of Women Voters of Santa Barbara. Over the years the League has expressed concern over a number of serious issues related to various parts of this oil project, from serious hydrogen sulfide releases from Platform Holly to continuing objectionable odors from the Ellwood Processing Facility. The public has made almost constant complaints about this project for years, and it was forced to shut down in 1999 because of a series of major accidents.

5-1

5-2

The Ellwood Marine Terminal presents special problems. It is the only oil producer in California still barging oil, and doing it through the Santa Barbara Channel, a valuable marine resource area. Hannah-Beth Jackson's AB 16, which mandates pipeline transportation of offshore oil for California, makes this a non-conforming use. The land uses for this project are also non-conforming, and its placement now represents a very serious threat to a sensitive population.

5-3

5-4

Forty years ago no one understood the concept of a hazardous footprint when this Terminal was put in place. During these years the Isla Vista Elementary School was built within one mile of the oil storage tanks, and now houses 500 young children. The University Children's Center, also within one mile, serves 100 infants and very young preschool children. Within that same mile are the University's Family Student Housing and Faculty West Campus housing, designed for young families with small children. This is the largest concentration of very young children anywhere on the South Coast, and they are very sensitive receptors.

5-5

In January of 1997, at the annual meeting of the American Public Health Association, research was presented that indicates that hydrogen sulfide (H<sub>2</sub>S) can cause lasting damage to the central nervous system, even in extremely low concentrations. Children are particularly vulnerable to such low level effects, according to that research.

5-6

In discussing the Scope of the EIR on page 3 you have noted that "there is a reasonable possibility of an oil spill occurring from the operation of the EMT and the offshore loading facilities during the 10 year renewal period." You go on to discuss the environmental hazards that this poses, and we are of course concerned about them. But we think that the danger to this large concentration of young children must also be addressed by the EIR. Any spill could create a fire or the release of toxic petroleum fumes.

5-7

Any leak or spill would cause the very obvious threat to the ocean environment and the Devereux Slough, but could also cause a personal threat to all the children and adults who live so close to the Ellwood Marine Terminal. For those reason, the League believes that this lease should not be renewed. We thank The State Lands Commission for holding this scoping hearing here in Goleta, where the problems are most visible, and best understood.

5-8

**From:** "Malone, John C SPL" <John.C.Malone@spl01.usace.army.mil>  
**To:** "'brandm@slc.ca.gov'" <brandm@slc.ca.gov>  
**Date:** 8/5/04 10:39AM  
**Subject:** Notice of Preparation (CSLC EIR No. 730)

Hello Marina,

I received a copy of the subject notice regarding the proposed renewal of Venoco's lease. As long as the project is only renewal of the lease and would not include any new structures or work in navigable waters (i.e. upgrades or repairs to the existing structures), they would not need any new permits from the Corps.

6-1

Cheers,  
Jack

Jack Malone, Ph.D.  
Regulatory Branch, Los Angeles District  
U.S. Army Corps of Engineers  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001  
(805) 585-2146  
(805) 585-2154 Fax



## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4082  
 (916) 657-5390 -Fax

August 6, 2004

Marina Brand  
 California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825-8202

RE: SCH# 2004071075 -PRC-3904.1 Ellwood Marine Terminal Lease Renewal, Goleta, Santa Barbara County

Dear Ms. Brand:


The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above project. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- √ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
 If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Check completed. The following recorded archaeological sites are on the Sacred Lands File, located on the Goleta USGS Quadrangle: CA-SBA-38, CA-SBA-42, and CA-SBA-60. For specific information regarding these sites contact DNA Cultural Resource Consultants. The address and telephone number are on the attached Native American Contacts list.**
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

**7-4,  
cont.**

Sincerely,



Rob Wood  
Environmental Specialist III (916) 653-4040

CC: State Clearinghouse

**NATIVE AMERICAN CONTACTS**

**Santa Barbara County**

**August 6, 2004**

Chief Joseph Ballesteros  
5811 Lone Pine Place Chumash  
Paso Robles, C A 93446 Salinan  
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Ernestine DeSoto  
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805492-7255 Fernandeno

Owl Clan  
Dr. Kote & Un A-Lul'Koy Lotah  
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Santa Ynez Band of Mission Indians  
Vincent Armenta, Chairperson  
P.O. Box 517 Chumash  
Santa Ynez , C A 93460  
[varmenta@santaynezchumash](mailto:varmenta@santaynezchumash)  
(805) 688-7997  
(805) 686-9578 Fax

Puilulaw Khus  
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This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SCH# 2004071075 -PRC-3904.1 Elwood Marine Terminal Lease Renewal, Goleta, Santa Barbara County.

# **NATIVE AMERICAN CONTACTS**

## **Santa Barbara County**

**August 6, 2004**

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**NATIVE AMERICAN CONTACTS**

**Santa Barbara County**

**August 6, 2004**

Santa Ynez Tribal Elders Council  
Adelina Alva-Padilla, Chair Woman

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Santa Ynez Band of Mission Indians  
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Robert Sollen  
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Phone 566-3929  
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August 6, 2004

Marina R. Brand  
California State Lands Commission  
100 Howe Avenue Suite 100-South  
Sacramento, CA 95825

Re: Venoco Ellwood Marine Terminal Lease Renewal

Dear Ms. Brand:

I was unable to attend the scoping hearings in Goleta on Aug. 3, but I want to make the following comments on the terminal lease renewal.

The impact report should include a hazardous materials footprint map, clearly indicating the geographic range of potential impacts from the continued use of the terminal. The area is a source of constant reports of odors from the area. These should be acknowledged.

8-1

8-2

The report should describe the structure of the barge and the towing arrangement. It should explain how the oil is transferred from pipeline to the barge.

8-3

Your notice of preparation includes a lease history. Undoubtedly this will be part of the impact report, but other historic segments should also be reported. That would include the county's rezoning of the property, making the terminal non-conforming even before it was purchased by Venoco; county efforts toward amortization of the processing plant property; and State legislative action to require future additional oil transportation by pipeline.

8-4

These matters are not directly environmentally related, nor do they prohibit present operations. But environmental considerations were among the major state and county considerations in taking these actions.

Thank you for the opportunity to express these views.

Sincerely,

---

Robert Sollen  
By the Sea

August 11, 2004

Marina R. Brand  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, Ca 95825

Venoco Ellwood Marine Terminal Lease Renewal  
Notice of Preparation

These are my comments in regard to the Venoco EMT Notice of Preparation.

There is no description of the barge. How old is it? What is its condition? Is it single or double hulled? Only double hulled barges should be used to provide a higher level of protection for the coastal resources. Our coast is too precious to risk. Does the barge have an engine or means to steer itself? If the barge does not have an engine, what means does it have to maneuver should it break loose from the tugboat? The ability to steer and control the barge is extremely important. Is there some backup for the tugboat if it develops problems?

9-1

In the project description you list the amount of oil the barge holds and the loading rate which suggests that it takes 14 hours continuous pumping to load the barge. Is the pumping continuous? If not, what are the hours of operation? If pumping is done at night is it visually monitored for leaks and spills? What mechanism is used to monitor the 240 foot long rubber hose for leaks? Where is the equipment located that would be needed in case of a leak or spill? How long would it take to get the equipment on site?

9-2

9-3

The EIR should address the issue of air pollution from the tugboat's engine. Does the engine run while the barge is loading? It is my understanding that the barge has no engine. If the barge has an engine, it should be considered.

9-4

Has there been any deterioration of fish or wildlife habitat during the lifetime of the EMT that is attributable to this facility?

9-5

One thing that needs to be considered is that there will be an increased number of people living in close proximity to the EMT. Both the University and the County are processing plans for housing adjacent to the facility. This is part of the Ellwood/Devereux plan. There are several day care centers and an elementary school nearby. Children are much more sensitive to and affected by pollutants than adults.

9-6

9-7

Does the EMT meet all current regulations? If not, how long has it been out of compliance? What is the record of the facility on non-compliance and how long has it taken to bring it into compliance.

9-8

I believe the County Fire Department is short of staff due to budget problems. The ability of the fire station closest to the facility should be evaluated to see if they are capable of adequately handling any problems.

9-9

The facility should not be permitted to increase the number of barge trips per month.

9-10

Thank you for the opportunity to respond to the Notice of Preparation.

Sincerely,

Barbara S. Massey  
7912 Winchester Circle  
Goleta, CA 93117  
(805) 685-5968



August 12, 2004

To: Marina R. Brand  
California State Lands Commission (CSLC)  
Brandm@slc.ca.gov

From: Diane Conn  
Program Director, Citizens for Goleta Valley

Re: Venoco Ellwood Marine Terminal Lease Renewal  
(State Oil and Gas Lease PRC-3904.1)

We appreciate very much that the CSLC has required Venoco to do an Environmental Impact Report (EIR) in order to assess the impacts of the lease renewal. The issues seem to fall into four categories: operational considerations, the risk of a spill or a oil tank fire, or other serious accident, the age of the facilities and the change in circumstances that have occurred since the lease was initially granted. We would like the CSLC to consider the following questions and issues in the EIR.

### **Aging Facilities**

Most of the Ellwood oil facilities are more than 40 years old.

What is the operational lifetime of the equipment being used to store, load and transport the oil? | 10-1

Is Venoco currently using the Best Available Technology (BAT)? | 10-2

If not, can this be considered as an alternative?

What are the impacts of using a single-hulled vs. a double-hulled barge?

Do the oil tanks meet current specifications? | 10-3

What would happen if the barge became disconnected from the tugboat?

In stormy weather or high seas?

Is the current maintenance on these facilities adequate? | 10-4

Is it monitored by an agency or third party?

In the event of a spill, when is the clean-up equipment effective and when is it not? | 10-5

What are the resulting impacts?

When there was a spill at Platform Irene, (1997, I think), the equipment was not effective, and the operators failed to use it to protect the mouth of the Santa Maria River, resulting in loss of wildlife and impacts to the estuary, the river and beaches. This is an example of how clean-up equipment is not always reliable in spill clean-up.

This same spill was a result of the platform operator overriding safety equipment which properly shut down due to a leak. Could this same behavior result in a spill at COPR? | 10-6

### **Changed Circumstances**

The following housing developments are moving through the approval process, and while the exact number of units may change, these developments will increase the number of people that will be living near the lease and oil tank sites, and using the beach, and therefore impacted by the lease operations.

| 10-7

Ali d'Oro at Ellwood: @ 62 units at the northwest corner of Santa Barbara Shores Park; UCSB has proposed 387 housing units at the North and West Campuses and Ocean Meadows has proposed a 61 unit housing project.	10-7, cont.
The biological resources at and adjacent to the barging and oil tank sites have been documented as part of the Ellwood Devereux Joint Proposal (EDJP). These documents can assist the SCLC in assessing the biological resources that are being impacted by the lease operations. Some threatened and endangered species have flourished in this area, increasing the need for their protections. Furthermore, the value of these resources has increased, due to habitat loss as a result of urbanization.	10-8
Some species of note are: Western snowy plover and least tern are both nesting at Coal Oil Point Reserve (COPR) and Sands Beach. (see <a href="http://coaloilpoint.ucnrs.org/">http://coaloilpoint.ucnrs.org/</a> for additional information on biological resources).	
What would be the impacts if the barging increased to 4 or more trips per month?	
<b>Operational</b>	
What are the impacts of pampas grass and other exotic species in the lease area to biological resources.	10-9
What are the impacts of lighting at the barge and oil tanks to wildlife? Especially to nocturnal birds.	10-10
Are emissions from the barge or hose or pipeline measured at the point of escape? If not, how are any emissions measured?	10-11
Are there releases or spills during loading and barging?	10-12
If so, is this due to technology or operation?	
Does the APCD station at COPR detect hydrogen sulfide?	10-13
If not, should it in order to safeguard people at Sands Beach?	
Is the station sited so that if there is a release on the barge, the loading operations or the tanks, the station would detect it?	10-14
How does the wind direction factor into this?	
Could the station be better sited to detect releases?	
<b>Accident</b>	
What is the hazard footprint for an accident?	10-15
There are a number of facilities that care for children within close proximity of the tanks, including: Isla Vista elementary School, Devereux School, and the UCSB pre-school. In addition, there are families, including children living at the West Campus housing units.	10-16
How are these people impacted by the barging and tank operations? Are would they be impacted by an accident or fire at the oil tanks or barge?	
How would the following sites be impacted in the event of a significant spill? Sand's Beach Coal Oil Point Reserve (COPR) UCSB Marine Science Institute Isla Vista Beaches between COPR and Campus Point	10-17
What would be the long-term and short-term impacts on the ocean and shore ecology?	10-18

Since the oil spill at Prince Rupert Sound in Alaska, studies have found that the oil, especially the heavier oil drilled off our coast, remains longer on the sea floor and is more toxic to the ecology than once thought. We would like you to review these studies when assessing what the impacts would be with regards to an oil spill<sup>1</sup>

**10-19**

Thank you very much for your consideration of this matter.

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<sup>1</sup> When I find the studies I spoke to you about at the hearing, I will forward them to you.

**Get Oil Out!**  
PO Box 23625  
Santa Barbara, CA 93121

August 12, 2004

Marina R. Brand  
State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, 95825

Dear Ms. Brand:

I want to thank the State Lands Commission staff for holding a public Scoping Hearing in Goleta on August 3<sup>rd</sup> regarding the Ellwood Marine Terminal (EMT) Lease Extension being requested by Venoco, at which Get Oil Out! submitted oral testimony.

As you may know, GOO! was founded shortly after the tragic oil spill that occurred in the Santa Barbara Channel in 1969. It is interesting to note that, 35 years later, we are still dealing with the impacts of oil development that began years before the Blowout of Platform A in 1969. GOO! is not only committed to monitoring new proposals for oil development, but is also working to ensure that oil companies continuing to do business in our precious Channel operate in the safest possible way. In that light, GOO! submits the following scoping comments on the Ellwood Marine Terminal Lease Extension.

Firstly, it is most critical that the Environmental Impact Report (EIR) for the Lease Extension include a specific project description or limit on the number of barrels of oil that can be loaded from the EMT per month. The Notice of Preparation only indicates a description of the current practice, but leaves the question of a cap unanswered.

11-1

As you might suspect, the gravest concern that GOO! has is the risk of an oil spill and the environmental damage that could result. A thorough safety analysis of the aging facilities that are part of the barging operation, including the storage tanks located on the University of California's property, is critical and must be included in the EIR, as well as reviewing the barge itself, which we understand is single-hulled only. Numerous problems in the past have been directly attributable to aging facilities, including the pipeline oil spill which occurred between Platform Irene and the shore in 1997.

11-2

While the hazard footprint of the two storage tanks was evaluated in 1997, these tanks are now over 75 years old. It is, therefore,

Marina R. Brand

August 12, 2004

Page Two

critical that their current condition be analyzed. An assessment should be made of any upgrades that would be necessary to ensure their safety for the next ten years, should the lease be extended, especially given the over 500 homes currently being proposed for construction in their proximity.

11-3

The EIR must also take a comprehensive look at the numerous changes that have occurred since this lease was last renewed in 1983. One of at least two important changes is the designation of the Western snowy plover critical habitat, by the US Fish and Wildlife Service, directly onshore from the location of the marine terminal. The Western snowy plover is a federally listed threatened species which nests on the beaches of the Coal Oil Point Reserve and forages up the coast from that area, in front of the Ellwood Mesa property.

11-4

Another important change is that the 137 acre Ellwood Mesa will soon become a coastal blufftop park, owned and managed by the City of Goleta in conjunction with an adjacent currently owned city park. A large portion of the Ellwood Mesa property has been designated as environmentally sensitive habitat. The acquisition of Ellwood Mesa is part of a comprehensive plan, the Joint Proposal for the Ellwood-Devereux Coast that will ultimately result in the preservation of over 600 acres of sensitive open space. The storage tanks that serve the marine terminal are located in the center of the area to be preserved.

11-5

11-6

Finally, a review of air quality and the odors that occur during the loading of the barge are also critical, especially given the fact that usage of Ellwood Mesa will increase once it is publicly owned. In addition, the over 500 homes being proposed as part of the Joint Proposal will bring more residents to the area who will certainly be attracted to Ellwood Mesa and the nearby beaches. Anyone who has been in these areas when the barge is being loaded can attest to the strong, extremely unpleasant odor that emanates from the marine terminal/ barge. Finally, the continued visual impacts of the barge sitting so close to shore must also be evaluated, again, in the context of a new publicly owned park which will have increased usage over the next ten years.

11-7

11-8

11-9

Thank you for your consideration of these comments. GOO! looks forward to reviewing the Draft EIR for the Ellwood Marine Terminal Lease Extension.

Sincerely,

*Abe Powell*

Abe Powell, President  
AP:cdf

August 12, 2004

Marina R. Brand  
Staff Environmental Scientist  
Division of Environmental Planning and Management  
California State Lands Commission  
100 Howe Ave. Suite 100-South  
Sacramento, CA 95825

Project: Venoco Ellwood Marine Terminal (EMT)  
Lease Renewal (State Oil and Gas Lease PRC-3904.

Dear Ms. Brand:

In addressing the Elwood Marine Terminal (EMT) the California State Lands Commission (CSLC) needs to consider all components that are directly connected with each other and to the EMT via pipeline. These are: Platform Holly, Elwood Onshore Facility (EOF), the Jovalan barge and Line 96.

12-1

Venoco is a facility that is in legal non conforming use. The same applies to the EMT onshore (see Attachment A from the Energy Division Report to the City of Goleta). The end effect of extending the EMT's lease for the proposed 10 years is to support the continuance of a nonconforming facility. There is a potential for negative impacts from such a support.

12-2

If there is an event in the EMT the "sensitive receptors" are located nearby at the University Children Care Center, the Isla Vista School, also in residential areas like the Faculty and Student Housing. Because of the need of more housing there are multiple projects pending that will increase the population in the area of Venoco's facilities. Here are some of them: Sandpiper Residencies at present under litigation, Comstock Homes on the Mesa, UCSB Faculty Housing on Ellwood Shores.

12-3

El Encanto Heights, Elwood Shores, and Isla Vista are frequently subjected to odor releases. Depending on what causes the odors this can be considered a health issue or a nuisance. Complaints are not only from one person. I strongly urge the CSLC staff to take a look at the frequency of the complaints: Check the logs of 911 calls as well as those of the Air Pollution Control District (APCD) and Fire Department.

12-4

The CSLC should also look into the reports of:

- 1) the County Systems Safety and Reliability Review Committee (SSRRC), Attachment B this is only two pages of one report)
- 2) the Safety Inspection Maintenance Quality Assurance Program (SIMQAP)
- 3) the Energy Division reports to see the deficiencies that have been reported and uncovered.

12-5

In the NOP Scoping document for the lease renewal it states on page 2 paragraph 3: "The upland (onshore) portion of the EMT includes the onshore oil loading line, two 65,000 bbl (normal capacity) crude oil storage tanks, a pump house, a 10,000 bbl firewater tank and a 2.375 inch diameter water supply pipeline."

In the proposed final Mitigated Negative Declaration of Line 96 leak detection system (Attachment C), states that the EMT consists of two 80,000 barrel-crude oil storage tanks (with 69,000 effective capacity each). Why is there such a big difference in the numbers?

12-6

The closest earthquake fault, the More Ranch fault, is approximately 1500 feet north of the site. This fault is an active fault and the Southern part intersects both tanks. (Attachment C,D)

The maximum probable earthquake magnitude for the More Ranch fault is 6.8.

Can the two storage tanks survive a significant quake on this fault?

In a nearby residential area the hospitals are being retrofitted, so it seems logical that these two tanks that contain more than 2.5 million gallons of oil each should also be retrofitted. If those tanks rupture or catch fire we could be dealing with a massive catastrophe in a populated area.

12-7

On page 2 the water supply pipeline has a diameter of 2,375 inches.

Has anybody checked if

a) 10,000 barrels of water are enough to combat a fire in the area?

b) Is the pressure sufficient in this line?

When was a fire drill last done in the EMT?

12-8

Has the following scenario been considered:

The barge docks in the area; it is loaded; there is a storm. The barge gets separated from the tugboat during the storm and one or two of the anchor wires break. Isn't the barge then at the total mercy of the ocean? What type of spill would happen if the loaded barge fractures or sinks?

The barge is single-hulled, but for safety reasons it should be mandatory for it to be double-hulled. Is there any rule in place for the barge not to anchor when storms are predicted? If not, please consider such a requirement if the lease is extended.

12-9

We also need to consider the health effects of the EMT emissions containing PM (Particulate Matter), Nitrogen Oxides and ROC's (Reactive Organic Compounds). Enclosed are attachment E and F from the EPA health and environmental impacts of PM and NOX.

12-10

According to a Status Report from the Energy Division dated 4-28-04 Venoco failed to operate line 96 leak detection system for approximately 170 days from Oct. 13, 2003 through April 1, 2004. Energy Division Staff discovered that the 24 h flow deviation parameter was not functioning (Attachment G).

Again the CSLC needs to evaluate reports of all the incidents at these Venoco facilities, as they are all connected.

12-11



The EMT is situated adjacent to the Univ. of CA Coal Oil Point Reserve, habitat of the threatened snowy plover and also the Devereux Slough and Environmental Sensitive Habitat Area .

12-12

An eucalyptus grove on the property west of the EMT supports one of the County's largest over wintering aggregation of monarch butterflies(Attachment C).

12-13

For these reasons and more the CSLC should take a very careful look before allowing a facility like Venoco to continue operations in a sensitive environment next to populated areas.

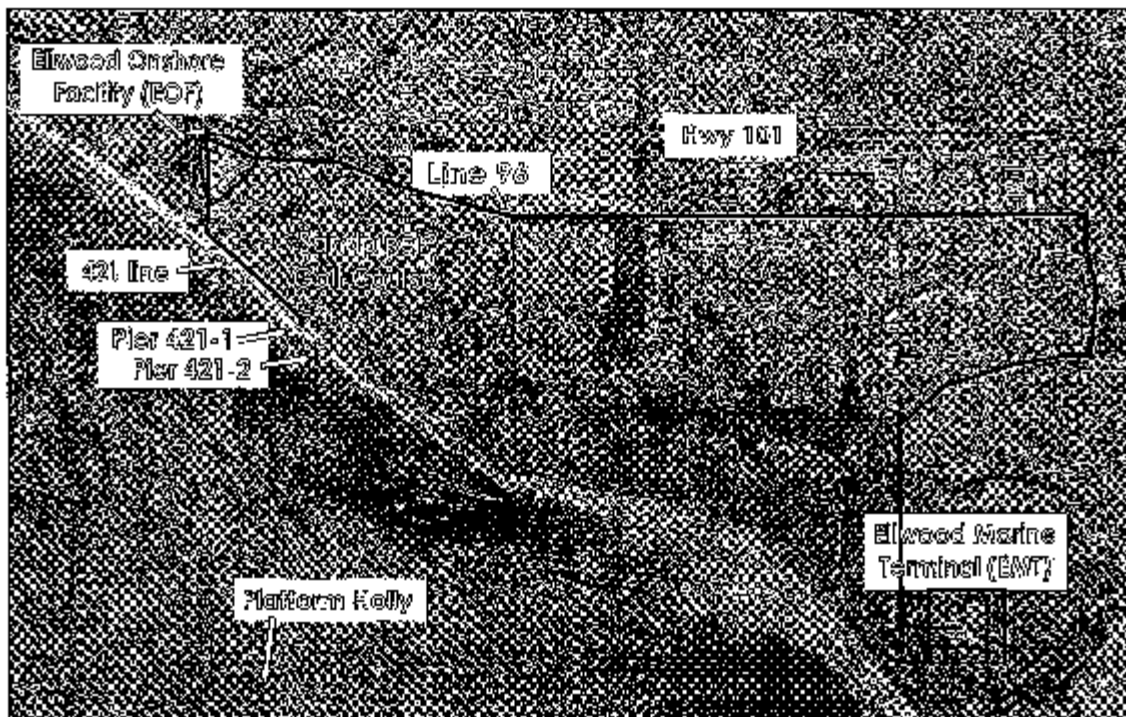
Ingeborg Cox,MD  
82 Warwick Pl  
Goleta, CA 93117

PS: I am sending via certified mail all the attachments and the signed letter as discussed with you via e-mail

# Energy Division Status Report to the City of Goleta

May 3, 2004

## Venoco Facilities Map



# Venoco Facilities

Facility	Operator	Status	Lead Agency
Platform Holly	Venoco	--	State Lands
Ellwood Pier	Venoco & Exxon Mobil	--	State Lands
Ellwood Onshore Facility	Venoco	Nonconforming	City
Line 96	Venoco & Exxon Mobil	Conforming	City & County
Ellwood Marine Terminal			
onshore	Venoco	Nonconforming	County
offshore	Venoco	--	State Lands
421 Oil Piers	Venoco	--	State Lands
421 Pipeline	Venoco	Conforming	City
Bird Island	ARCO	--	State Lands

## Nonconforming Rules

- May continue as is
- May not expand, enlarge or extend
- May not encourage survival
- Very limited exceptions

(B)

## SANTA BARBARA COUNTY BOARD AGENDA LETTER



Clerk of the Board of Supervisors  
105 E. Anapurna Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

Agenda Number:  
Prepared on: 4/21/04  
Department Name: P&D  
Department No.: 055  
Agenda Date: 5/4/04  
Placement: Departmental  
Estimate Time: 45 minutes  
Continued Item: NO  
If Yes, date from:  
G:\GROUP\ENERGY\WP\Inspection Reports  
4th Quarter Report Fall 2003.DOC

TO: Board of Supervisors

FROM: Valentin Alexeeff, Director of Planning & Development

STAFF CONTACT: Steve Chase, Deputy Director, Energy Division (x2520)  
Ann Grant-McLaughlin, Planner (x8058)

SUBJECT: Quarterly Report for Energy Platform/Facility Inspections, Audits, & Drills

568- *all* *E.R.*  
*886-7165*

**Recommendation(s):** That the Board of Supervisors: Receive and file this informational document on inspections of offshore platforms in the Santa Barbara Channel and Santa Maria Offshore Basin, as well as onshore and near-shore facilities that process, store, and transport product.

**Alignment with Board Strategic Plan:** The recommendation aligns with Goal No. 2 - A Safe and Healthy Community in which to Live, Work, and Visit.

**Executive Summary and Discussion:** On August 26, 2003, the Board of Supervisors received a report and presentation from the Energy Division, along with the U.S. Minerals Management Service, related to offshore platform inspection. The Board directed staff to monitor the type and frequency of inspections by public agencies. The Board also directed that a quarterly report of such be prepared. This report transmits inspection data and information regarding offshore platforms in federal waters of the Santa Barbara Channel and Santa Maria Offshore Basin, as well as onshore and near-shore facilities that process, store, and transport product. The inspection information is for the fourth quarter of 2003 (October to December).

All inspection data and information contained in the Quarterly Report have been voluntarily submitted. This has been a cooperative effort with the U.S. Minerals Management Service (MMS). The methods, results, adequacy, and verification of platform inspections by the MMS are regulated by Federal standards.

**Systems Safety and Reliability Review Committee (SSRRC)**

In 1981, a new state of the art natural gas processing plant was commissioned on the Gaviota coast. The project met every building, air quality and fire code regulation and received approvals from dozens of regulatory agencies. Yet, when the plant delivered gas to the utility transmission system, a critical treatment process failed. The gas contained Hydrogen Sulfide ( $H_2S$ ). Furthermore, gas analyzers placed in the sales gas line also failed. Hazardous levels of  $H_2S$  were introduced into a regional distribution system.

The incident demonstrated a need for independent process engineering review and safety/risk analysis of this class of oil and gas facility. Thus at the request of the County Building Official, the Board of Supervisors established a special committee of technical experts to review the system safety aspects of all large, complex oil and gas projects throughout the county. The Systems Safety and Reliability Review Committee (SSRRC) was eventually formed to identify and require correction of design and operational hazards at these types of facilities. Moreover, the SSRRC was delegated authority to oversee the Safety Inspection, Maintenance and Quality Assurance Program (SIMQAP), including audits of maintenance records, repair records, training records, near-miss reports and incident reports.

The SSRRC Quarterly Report Table (Exhibit 2, attached) shows the 10 on-shore/near-shore facilities that are annually inspected and audited. The SSRRC has set dates for completion of any deficiencies and reviews progress at monthly meetings. A summary of deficiencies is as follows.

FACILITY	PRIORITY 1 AUDIT ITEMS	PRIORITY 2 AUDIT ITEMS	OUTSTANDING PRIORITY 1	OUTSTANDING PRIORITY 2
Arguello Gaviota Processing Plant	0	8	0	5
GTC Gaviota Oil Storage Facility	1	1	1	1
ExxonMobil Processing Plant @ Las Flores Canyon	0	0	0	0
POPCO Gas Plant @ Las Flores Canyon	0	0	0	0
Nuevo Lompoc Processing Plant	10	10	2	2
Hallador Cuyama Gas Plant	6	8	0	5
Greka Santa Maria Asphalt Refinery	11	11	5	5
ConocoPhillips Pipelines and Pump Stations North County	3	6	3	6
Venoco Ellwood Onshore Processing Facility	5	10	0	5
Venoco Ellwood Marine Terminal	1	7	0	0
<b>TOTALS</b>	<b>37</b>	<b>61</b>	<b>11</b>	<b>29</b>

Page 2  
Quarter Report - County SSRRRC

Facility Name	Date	Type	Priority 1 Items Priority 2 Items	Findings
Santa Maria Asphalt Refinery (Creka)	5/22/03	Audit	Priority 1 items: 5 outstanding Priority 2 items: 5 outstanding	The May inspection resulted in a total of 11 Priority 1 and 11 Priority 2 deficiencies which include post-due items from previous year's inspection. The SSRRRC has accepted 6 of each Priority or 54%. Examples of items remaining include: insulation on lines, following tank safety procedures, evaluation of need for gas/vapor leak detection, copies of boiler permits from State, various repairs for leveling & ladder, and re-validation of Hazard Analysis. The SSRRRC has set dates for completion of all outstanding priorities and reviews the project's progress at monthly meetings.
ConocoPhillips	10/23/03	Audit	Priority 1 items: 3 outstanding Priority 2 items: 6 outstanding	Since the October inspection the SSRRRC has not accepted any completion of the Priority 1 & 2 deficiencies. Examples of the items remaining include: evaluate and segregate incompatible and hazardous materials, pushing of signs, conduit sealant, current readings and protection for pipeline, service fire extinguishers, and training records. The SSRRRC has set dates for completion of all outstanding priorities and reviews the project's progress at monthly meetings.
Venoco Ellwood Onshore Facility	4/22/03 & 4/23/03	Audit	Priority 1 items: 0 outstanding Priority 2 items: 5 outstanding	The April inspection resulted in a total of 5 Priority 1 and 10 Priority 2 deficiencies. The SSRRRC has accepted all 5 of the Priority 1 items or 100%. The SSRRRC has accepted 5 Priority 2 items or 50%. The applicant has indicated a total of 9 completed or 90%. These items still require SSRRRC verification. Examples of the items remaining include: update Gas Pipeline manuals and Emergency Action Plan, fire Protection Plan, Piping Inspection Program, and respond to Engineer's letter regarding Vessels/Tanks. The SSRRRC has set dates for completion of all outstanding priorities and reviews the project's progress at monthly meetings.
Venoco Ellwood Marine Terminal	6/10/03	Audit	Priority 1 items: 0 outstanding Priority 2 items: 0 outstanding	The June inspection resulted in a total of 1 Priority 1 and 7 Priority 2 deficiencies. The SSRRRC has accepted all items for both Priorities, 100%.

NOTES:

1. Significant potential for serious: personal injury, negative environmental impact, property damage or hazardous material release.
2. Moderate potential for serious: personal injury, negative environmental impact, property damage or hazardous material release.

©

***PLANNING AND DEVELOPMENT  
DEPARTMENT, ENERGY DIVISION***

***Proposed Final Mitigated Negative Declaration  
Mobil/Venoco Line 96 Leak Detection System  
00-FDP-003 (RV01)/95-FDP-024 (RV03)***

**June 30, 2000**

<b>Table 5.1 Site Information</b> <b>a)=Ellwood Onshore Facility (EOF)</b> <b>b)=Ellwood Marine Terminal (EMT).</b>	
Comprehensive Plan Designation	a) Recreation b) Planned Development, 351 units
Zoning District, Ordinance	a) Recreation, Article II, Environmentally Sensitive Habitat Buffer overlay b) Planned Residential Development, 351 units maximum
Site Size	a) 4.46 acres b) 17 acres
Present Use & Development	a) Oil and gas processing facility b) Oil storage, marine terminal, and open space
Surrounding Uses/Zoning	a) Railroad and HWY 101 to the north; Bell Creek and the Bacara Resort to the west, Sandpiper golf course and beach to the south; Sandpiper golf course to the east. b) Ocean Meadows golf course to the north; eucalyptus grove and Monarch Point Reserve (proposed residential development) property to the west; pond, dunes and beach to the south; Coal Oil Point Preserve and Devereaux Slough to the east.
Access	a) Hollister Avenue, facility access road at Sandpiper Golf course b) Storke Road, facility access road (locked gate).
Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Fire: Santa Barbara County Fire Department (Station #11)

## 5.0 ENVIRONMENTAL SETTING

The proposed work would take place within two existing industrial facilities.

The Ellwood Onshore Facility (EOF) is located in Bell Canyon, and at 20 feet above sea level, is topographically lower than the surrounding hotel site, railroad corridor, highway and golf course. The Bell Canyon watershed covers approximately 6.2 square miles along the southern flank of the Santa Ynez Mountains. Bell Creek runs along the western boundary of the oil and gas processing plant, 10 to 15 feet below the facility elevation, and opens up to the Pacific Ocean roughly 200 yards from the southern facility boundary. The closest known fault to the site is the More Ranch fault, located approximately 2,000 feet south of the site. The facility contains process equipment for treating crude oil and gas received from Platform Holly. An existing administration building and control room are situated in the center of the facility.

The Ellwood Marine Terminal (EMT) is situated adjacent to the University of California's Coal Oil Point Reserve and Devereaux Slough, a pond and coastal dunes, a grove of eucalyptus trees, and the Ocean Meadows Golf Course. The EMT comprises 17 acres of leased land within the University's 170 acre parcel, approximately 500 feet from the shoreline bluff at an elevation of 60 feet above sea level. The area has unusually high ground water ranging from 5 to 8.5 feet from ground surface. The closest fault, the More Ranch fault, is approximately 1,500 feet north of the site. The Terminal consists of two 80,000 barrel crude oil storage tanks (with 69,000 bbl effective capacity each), a 10,000 barrel fire water tank, a pump house, and related piping.



Will the proposal result in:	Known Signif.	Unknown Poten. Signif.	Poten. Signif. And Mitig.	Not Signif.	Reviewed Under Previous Document
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?				X	

#### EXISTING CONDITIONS:

##### Ellwood Onshore Facility

The EOF is an industrial facility located immediately adjacent to Bell Creek, approximately 200 yards from the beach. Bell Creek, an Environmentally Sensitive Habitat, supports several sensitive aquatic species, including the federally listed tidewater goby (Endangered) and California red-legged frog (Threatened). The beach and dunes south of the facility are home to the globose dune beetle (State Species of Special Concern) and a winter population of western snowy plover (Federally Threatened).

##### Ellwood Marine Terminal

##### Flora

The EMT is surrounded by open space, supporting various native and non-native vegetation types. These include annual and perennial grasses, coastal dunes, coastal sage scrub, coastal bluff scrub, and eucalyptus woodland. Vegetation within the fenced tank farm is mowed for fire suppression purposes on a regular basis.

A fire water tank is located approximately 45 feet to the southwest of the proposed excavation area. The bermed containment area surrounding the fire water tank contains a concentration of southern tarplant (*Hemizonia parryi australis*). Southern tarplant is also scattered throughout the facility site, outside the tank containment berms. Southern tarplant is included in the California Native Plant Society's "Inventory of Rare and Endangered Vascular Plants of California," (Skinner and Pavlik 1994). Southern tarplant is found on List 1B, the highest level of sensitivity classification short of formal "rare" or "endangered" designation. The plant occurs in local, scattered distribution along the South Coast of Santa Barbara County. It is typically found in association with seasonal wetlands. During periods of heavy rainfall, the tank containment basins at the EMT temporarily fill with water. Draining or evaporation of the water within the basins mimics an ephemeral wetland regime, creating ideal conditions for Southern tarplant. This may explain the unusually high density of tarplant within the EMT facility. Areas of dense tarplant concentration within the facility have been previously flagged or delineated with stakes and survey ribbon, so that they may be identified and avoided while performing periodic maintenance work.

##### Fauna

The Ellwood area supports a diverse wildlife community. Predatory birds such as the white-tailed kite, red-shouldered hawk, red-tailed hawk, Cooper's hawk, American kestrel, great-horned owl, and barn owl are unusually common. The Northern harrier, peregrine falcon, and burrowing owl are occasionally seen. Resident mammals include the Botta's pocket gopher,



## COMSTOCK HOMES DEVELOPMENT AND ELLWOOD MESA OPEN SPACE PLAN EIR

Older Alluvium (Qoa) forms the surficial strata over most of the upland terrace mesas. It consists of marine and non-marine terrace deposits (Dibblee, 1966, 1987a,b). Recent Landslide deposits (Qls) are locally found along the sea cliff. Younger Alluvium (Qa) is common along Devereux Creek and its tributaries, as well as other low-lying areas. Estuarine silts and clays (Qe) are exposed on the tidal flats of Devereux Slough and Goleta Slough. Beach and dune sands (Qs) are found on beaches and near the mouth of Devereux Slough. Finally, artificial fill (Ar) is found on golf courses and in many areas that have been developed on former wetlands and other low-lying areas.

Section 4.2  
Geology and  
Geologic  
Hazards

**4.2.1.2.3 Local Faulting.** At least three major fault zones cross the project area (refer to Figures 4.2-2 and 4.2-3). These faults include the South, Central, and North branches of the More Ranch fault. These faults are south-dipping reverse faults which elevate the marine terrace on the mesa from the Goleta Valley to the north. They are visible on the sea cliffs, and in the case of the North Branch More Ranch fault, have clear geomorphic expression. The North Branch More Ranch fault is mapped by Dibblee (1987 a,b), Olsen (1972), Minor et al. (2002), and Gurrola (2003) as trending through the central portion of the Ocean Meadows Golf Course. To the west, the hanging wall anticline of this fault forms the Ellwood Oil Field reservoir, which produced approximately 100,000,000 barrels of oil from 1928 to 1971.

The South Branch More Ranch fault passes through the general vicinity of the above ground oil tanks in the Ellwood Marine Terminal, as mapped by Gurrola (2003). The Middle Branch More Ranch fault parallels the north and south branches, and lies about halfway between them (Hoover and Associates, 1984). The South Branch More Ranch fault reportedly cuts the 45,000-year marine terrace at the University, and is thus considered potentially active. The state of activity of the Middle Branch of the More Ranch fault is unknown, but the basal terrace deposits are offset by the fault on Ellwood Mesa, suggesting that it is also potentially active.

Dibblee (1966) indicates displacement of both recent and older alluvial deposits along the North More Ranch fault. Holocene movement of this fault is suggested by north-facing fault scarps that are present on the east and west ends of this 9 mile-long fault. The uplifted coastal mesas (Ellwood, Devereux, Isla Vista, University, and More Mesa) occur to the south of this fault as a result of fault movement. To the east, it connects with the Mission Ridge-Arroyo Parrida fault system.

The Santa Barbara County Safety Element considers the More Ranch fault(s) to be active. However, the More Ranch fault has not yet been zoned as an active fault by the State of California (Jennings, 1994). Based on seacliff exposures, geomorphic expression, and oil well data, the North Branch of the More Ranch fault is likely the most active structure in the More Ranch fault system. It locally warps, folds, and faults the 45,000-year marine terrace platform and overlying alluvial sediments from Ellwood to More Mesa (Gurrola, 2003). Gurrola et al. (2003) consider the More Ranch fault to be potentially active. Fugro West (2003) suggests the North and South Branches converge to the east of the University near the former Mescalitan Island. Fugro West does not recognize the Middle Branch of the fault. The North Branch of the

## COMSTOCK HOMES DEVELOPMENT AND ELLWOOD MESA OPEN SPACE PLAN EIR

*Section 4.2* More Ranch fault is located more than 200' south of the proposed Comstock Homes Development, and no known faults cross the proposed project site.

*Geology and  
Geologic  
Hazards*

A 50-foot offset for human occupancy structures was proposed by Hoover and Associates (1984, 1985) for potentially active faults, including the More Ranch faults described herein. This is the same setback as the State of California's offset distance for active faults. A 50-foot offset requirement is also consistent with the County of Santa Barbara Seismic Safety Element, which suggests that the appropriate setback distance from the trace of a fault would be variable, depending on conditions, but normally would be at least a minimum of 50 feet on each side of the sheared zone.

Some geologists have suggested that other faults, such as the North Ellwood fault, the Coal Oil Point fault, and other unnamed secondary faults, cross the Open Space Plan area (Hoover and Associates, 1985; UCSB, 1990; Fugro West, 1996, 2003). Based on a review of these previous studies, and recent confirmatory field investigations conducted for this EIR, this EIR analysis concludes that the North Ellwood fault is part of the North More Ranch fault zone, rather than a separate structure. This interpretation is consistent with Dibblee (1987a), the USGS (Minor et al., 2002; and Gurrola, 2003). The Coal Oil Point and other unnamed secondary faults have not been confirmed and have not been recognized by Jennings (1994), Dibblee (1987 a,b), Gurrola (2003), or Santa Barbara County (Moore and Taber et al., 1979). This EIR analysis concludes that these faults are active, seismogenic structures.

**4.2.1.2.4 Seismicity.** Santa Barbara is located in a seismically-active area (McLauren and Savage, 2001). The western Transverse Ranges have experienced numerous seismic events over the last two centuries, including a few historic large-scale (magnitude >6.0) events such as the 1812 earthquake. The 1812 event had a probable magnitude of  $M_w > 7.1$  (Toppozada et al., 1981), and may have occurred offshore or on the San Cayetano fault to the east (Dolan and Rockwell, 2001) or the Santa Ynez River fault to the northwest (Sylvester, 2003; Sylvester and Darrow, 1979). Other destructive earthquakes struck the Santa Barbara and Goleta area in 1857 (San Andreas fault,  $M_w=8.4$ ), 1925 (Santa Barbara vicinity,  $M_w=6.3$ , possibly More Ranch or Mesa fault), 1927 ( $M_w=7.3$ , Hosgri fault, offshore Pt. Arguello), and 1978 ( $M_w=5.9$ , offshore North Channel fault).

Regional onshore faults that can be expected to cause seismic shaking in the project area during an earthquake include the San Andreas Fault (52 miles from site), and the Santa Ynez Fault and Santa Ynez River Fault (10 miles from site). Both of these faults are considered active (Dibblee, 1966). The San Cayetano blind thrust fault poses another significant seismic hazard. It is a blind fault, likely buried approximately 10-12 km beneath the site (Namson and Davis, 1988, 1990). The offshore Pitas Point/North Channel and Red Mountain faults (5 and 16 miles from the site, respectively) also are considered active and would cause seismic shaking at the site during an earthquake (Foxall et al., 1995). Finally, the Oak Ridge Fault and the Channel Islands thrust pose significant offshore seismic sources (Shaw and Suppe, 1994; Sorlien et al., 2000).

## COMSTOCK HOMES DEVELOPMENT AND ELLWOOD MESA OPEN SPACE PLAN EIR

Section 4.2  
Geology and  
Geologic  
Hazards

The maximum probable magnitude of an earthquake along an active, or potentially active, fault may be calculated as a function of the fault's total length or as a function of the fault surface area (Wells and Coppersmith, 1994). The maximum probable earthquake for building design determinations that could theoretically be produced by the More Ranch fault alone is a maximum credible earthquake magnitude of 6.8 (Hoover and Associates, 1985). However, Gurrola et al. (2001) consider the More Ranch fault as part of an extended fault system that includes the Mission Ridge and Arroya Parida faults to the east. This entire fault system has a length of about 44 miles. Given a rupture length of 44 miles, the More Ranch-Mission Ridge-Arroya Parida fault system is capable of generating a maximum credible earthquake magnitude of about 7.2.

Damage from an earthquake on the More Ranch fault would occur from ground shaking created by seismic waves traveling through rock and soil. The amount of shaking is measured as ground acceleration at the rate of gravity (g). The acceleration onsite is a function of earthquake magnitude, site distance from the earthquake source, and rock and soil types present on the site. Hoover and Associates (1984) suggested that the More Ranch fault could generate a peak bedrock acceleration of 0.80 g. A larger magnitude earthquake on the offshore North Channel fault could generate ground accelerations of about 0.75 g at the site (Hoover and Associates, 1985). Damage to wood-frame structures and underground utilities can be expected to be considerable with these ground accelerations.

Based on a review of these previous studies, and recent confirmatory field investigations conducted for this EIR, this EIR analysis concludes that it is more reasonable to use estimated ground accelerations from Caltrans (Mualchin, 1996). The Caltrans seismic hazard map suggests that the peak ground accelerations on bedrock beneath the project area is approximately 0.6 g, although higher peak accelerations can be generated locally.

**4.2.1.2.5 Liquefaction.** Liquefaction is a rapid loss of strength in water-saturated sandy soils produced by ground shaking during an earthquake. Seismic waves can increase intergranular pore pressure and cause a rapid loss of bearing strength. Poorly consolidated coarse soils and a water table within 20 feet of the ground surface are prerequisites for this phenomenon to occur. Low coastal areas and alluvial valleys are most susceptible to liquefaction.

The County of Santa Barbara (County) identifies the Ellwood area as having low to moderate liquefaction hazard (Moore and Taber et al., 1979). However, areas of beach sand, the broader area of the Devereux Creek bottom, and areas underlain by estuarine deposits in the present and former Devereux Slough could have a high liquefaction potential if unconsolidated sand layers exist below the water table at shallow depths.

**4.2.1.2.6 Flooding.** Surface hydrology and flooding are addressed in Section 4.3.

**4.2.1.2.7 Slope Stability.** Various types and degrees of slope instability are part of the natural weathering and erosional cycles of an area. Factors contributing to slope instability include topography, bedrock and soil types, bedrock orientation, precipitation, vegetation,

western harvest mouse, California vole, California ground squirrel, brush rabbit, striped skunk, raccoon, red fox, and coyote. Reptiles include the western fence lizard, common kingsnake, and gopher snake. Pacific chorus frogs and western toads are among the resident amphibian species. A eucalyptus grove on the property west of the EMT supports one of the County's largest overwintering aggregations of monarch butterflies.

## **IMPACT DISCUSSION:**

### **Project Construction**

#### **Ellwood Oushore Facility**

There are no significant biological resources within the EOF facility. In order to install the new instrumentation at this location, Mobil would need to drain crude oil out of the pipeline at the metering points. This work would take place near the center of the facility, approximately 300 feet from the creek. All pipeline-draining activities would be conducted with catch basins, sorbent materials, and other containment measures to prevent and capture any spills. With these precautions, the likelihood of a spill is extremely remote. Therefore, it is unlikely that this work would have any adverse impacts to sensitive biological resources in the project vicinity.

#### **Ellwood Marine Terminal**

a. - c. Potentially significant impacts could occur as a result of this project if southern tarplants are disturbed or killed during construction. However, all aspects of the construction effort at the EMT (i.e. access, trenching, soil stockpiling, backfilling) would be performed within the facility boundaries. No work would occur within the firewater tank containment area, where the southern tarplant is most concentrated. Staging would be limited to the access road to avoid disturbing or removing additional plants. A pre-construction meeting for all workers would include a presentation by the County EQAP monitor on southern tarplant identification and avoidance. The EQAP monitor would also be present periodically to verify that no plants are being harmed. Impacts would thus be mitigated to a less than significant level.

d. & e. Impacts to vegetation would occur due to ground disturbance at the EMT. These impacts would be reduced with the incorporation of mitigation measures. Specifically, topsoil would be salvaged, segregated from subsoil, preserved, and replaced once the work is completed. In addition, surface vegetation will be scraped from the work area prior to salvaging the topsoil. This material, containing the natural seedbank, will be conserved and will be redistributed over the affected work area to aid in revegetation. Reseeding would follow the replacement of the topsoil and seedbank. No trees would be disturbed by the project. In addition, excavating work shall occur prior to the rainy season to minimize the potential for offsite impacts.

Groundwater may be encountered during excavation. Steps would be taken to contain any wet excavated materials and water would be continuously pumped into a temporary tank during the trenching activities. If this water were contaminated and discharged onsite, there would be a potential for biological impacts. To eliminate this possibility, ground water encountered would be tested for hydrocarbon contamination. If testing identifies contamination, the water would be trucked offsite for proper disposal. If testing identifies no contamination, water would be discharged at the EMT. Mitigation measures including straw bale filters would be made to





# U.S. Environmental Protection Agency

## Six Common Air Pollutants


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## Health and Environmental Impacts of PM

Particulate Matter causes a wide variety of health and environmental impacts.

### Health effects



- Many scientific studies have linked breathing PM to a series of significant health problems, including:
  - aggravated asthma
  - increases in respiratory symptoms like coughing and difficult or painful breathing
  - chronic bronchitis
  - decreased lung function
  - premature death



### Visibility impairment

- PM is the major cause of reduced visibility (haze) in parts of the United States, including many of our national parks.



### Atmospheric deposition

- Particles can be carried over long distances by wind and then settle on ground or water. The effects of this settling include:
  - making lakes and streams acidic
  - changing the nutrient balance in coastal waters and large river basins
  - depleting the nutrients in soil
  - damaging sensitive forests and farm crops
  - affecting the diversity of ecosystems



### Aesthetic damage

- Soot, a type of PM, stains and damages stone and other materials, including culturally important objects such as monuments and statues.

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Last updated on Tuesday, September 30th, 2003  
URL: <http://www.epa.gov/air/rad/naic/pm/btch1.html>



## U.S. Environmental Protection Agency

# Six Common Air Pollutants

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## Health and Environmental Impacts of NOx

NOx causes a wide variety of health and environmental impacts because of various compounds and derivatives in the family of nitrogen oxides, including nitrogen dioxide, nitric acid, nitrous oxide, nitrates, and nitric oxide.



**Ground-level Ozone (Smog)** - is formed when NOx and volatile organic compounds (VOCs) react in the presence of heat and sunlight. Children, people with lung diseases such as asthma, and people who work or exercise outside are susceptible to adverse effects such as damage to lung tissue and reduction in lung function. Ozone can be transported by wind currents and cause health impacts far from original sources. Millions of Americans live in areas that do not meet the health standards for ozone. Other impacts from ozone include damaged vegetation and reduced crop yields.



**Acid Rain** - NOx and sulfur dioxide react with other substances in the air to form acids which fall to earth as rain, fog, snow or dry particles. Some may be carried by wind for hundreds of miles. Acid rain damages; causes deterioration of cars, buildings and historical monuments; and causes lakes and streams to become acidic and unsuitable for many fish.



**Particles** - NOx reacts with ammonia, moisture, and other compounds to form nitric acid and related particles. Human health concerns include effects on breathing and the respiratory system, damage to lung tissue, and premature death. Small particles penetrate deeply into sensitive parts of the lungs and can cause or worsen respiratory disease such as emphysema and bronchitis, and aggravate existing heart disease.



**Water Quality Deterioration** - Increased nitrogen loading in water bodies, particularly coastal estuaries, upsets the chemical balance of nutrients used by aquatic plants and animals. Additional nitrogen accelerates "eutrophication," which leads to oxygen depletion and reduces fish and shellfish populations. NOx emissions in the air are one of the largest sources of nitrogen pollution in the Chesapeake Bay.



**Global Warming** - One member of the NOx, nitrous oxide, is a greenhouse gas. It accumulates in the atmosphere with other greenhouse gasses causing a gradual rise in the earth's temperature. This will lead to increased risks to human health, a rise in the sea level, and other adverse changes to plant and animal habitat.



**Toxic Chemicals** - In the air, NOx reacts readily with common organic chemicals and even ozone, to form a wide variety of toxic products, some of which may cause biological mutations. Examples of these chemicals include the nitrate radical, nitroarenes, and nitroamines.



**Visibility Impairment** - Nitrate particles and nitrogen dioxide can block the transmission of light, reducing visibility in urban areas and on a regional scale in our national parks.



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## 7. Line 96 Leak Detection System

The City Council directed staff to return with additional information regarding Venoco's request to reduce the leak detection requirements of Line 96. The Energy Division entered into a services contract with The Berpha Group of Alberta Canada, who has extensive knowledge and expertise in operational safeguards and risk analysis for hazardous pipeline operations.

During the course of our review, we discovered that both ExxonMobil and Venoco have failed to operate the Line 96 leak detection system consistent with the requirements of Conditions 29 and 101 of their respective permits for approximately 170 days, from October 13, 2003 through April 1, 2004. Leak detection operational abnormalities also occurred on several other dates during calendar year 2003.

Staff visited the Venoco Control Room on April 1 to determine if the system was operational. They discovered that the 24-Hour Flow Deviation parameter was not functioning. Staff ordered immediate corrections and again visited the Venoco facility on April 2 to ensure that the system was fully operational. The system is currently functioning as designed. Staff will continue to conduct weekly visits to the control room to ensure operability of the system, including collection of the data sheets.

The status of our investigation as of April 22 is as follows:

- Venoco, in conjunction with its technical consultant, is still investigating what caused the failure in the leak detection reporting program on October 13, 2003.
- Venoco provided a system print out that demonstrates that all pressure, temperature and flow sensors are operational.
- Energy observed the real-time monitoring of the system.
- Venoco has been surveying the data on a daily basis and will continue to do so under an updated report format which shows all operational parameters.
- Energy observed the updated system monitoring screen that provides real time graphical plotting of the 5-minute, 1-hour and 24-hour readings.
- The data exist to reconstruct the 24-hour deviation data for the period from October 13, 2003 through April 1, 2004. Venoco is working with its technical consultant on this process and should be completed during the week of May 9.
- At Energy's direction, Venoco is compiling other parameter data (5 minute flow deviation, 1 hour flow deviation, pressure, flow, etc.) for the past six months.

## 8. Line 96 Change of Owner/Operator

Mobil Pacific Pipeline Company, a subsidiary of ExxonMobil, has submitted a request for a transfer of ownership of Line 96 to the Ellwood Pipeline Company, a subsidiary of Venoco. There is not a prevailing ordinance to process this matter, nor does it make much sense to do so absent resolution of the leak detection matter.

August 13, 2004

Ms. Marina R. Brand  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Re: Comments on the EIR Notice of Preparation Scoping Document  
Proposed Ellwood Marine Terminal Lease Renewal

Dear Ms. Brand:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the proposed Ellwood Marine Terminal lease renewal. The County is pleased that the State Lands Commission has chosen to prepare an Environmental Impact Report, due to the potentially significant impacts identified in the scoping document.

As was demonstrated at the public scoping hearing on August 4, there is significant public concern with renewal of the lease. The concerns expressed included the overall physical integrity of the aging marine terminal facilities, ongoing odor complaints, threats of oil spills to Coal Oil Point Reserve and the Channel, impacts on children's health due to emissions, and the overall safety considerations of a barging operation within and near these sensitive receptors.

The project area supports some of the most sensitive coastal resources on the South Coast of Santa Barbara County, including the Coal Oil Point Reserve. The Reserve is replete with sensitive, unique and endangered plant and animal species, and provides some of the last remaining beneficial and rare wetland habitat remaining along our coast. In addition, the Reserve offers unique educational opportunities to local colleges and universities, visiting researchers, local elementary and high schools, as well as a place of profound interest and enjoyment to local residents.

In addition, the area surrounding the marine terminal is the subject of a long range planning study entitled the "Joint Proposal for the Ellwood-Devereux Coast" to establish planning and policy guidance for future development and resource protection, including the marine terminal site. Additional area development may also be found in the EIR prepared for the Ocean Meadows Residences project, discussed below.

Please consider our following comments in preparing the draft Environmental Impact Report. We provide both General and Specific comments. For your convenience, we identify the NOP page, section and paragraph to which the comments apply, where possible.

General Comments

- |    |  |      |
|----|--|------|
| 1. | The Ellwood Marine Terminal is the last remaining and operational marine loading facility in Santa Barbara County. Santa Barbara County is currently in the process of amending their Coastal policies and Coastal Zoning Ordinance to remove the provisions for marine tankering. Only those facilities that are currently permitted and active (Venoco) will be permitted to continue in operations, including any lease extensions. If these amendments are carried forth, we ask that this information be considered within the Cumulative Projects impact analysis.   | 13-1 |
|    | In addition, we appreciate that the State has identified a pipeline alternative to the continued operation of the marine terminal. Both the Coastal Act and Local Coastal Program policies recognize pipeline transportation as being to superior to other methods, such as tankering and trucking, due to reduced operational risks. In considering the pipeline alternative, please be aware that Venoco's Extended Field Development application (suspended) has information on a pipeline alternative that may be helpful in the environmental analysis. In addition, you might consider a pipeline alternative that allows for a temporary extension of the marine terminal lease during the duration of pipeline construction. | 13-2 |
| 2. | The onshore portion of the Marine Terminal lies on property leased from the Regents of the University of California, Santa Barbara. That lease runs through the year 2016. The proposed State Lands Commission lease for the offshore portions would run through the year 2013. How does the State Lands Commission plan on reconciling these different lease expiration dates? Are there plans to offer one year extensions for the remaining three years, and would there be a public process at that time?  | 13-3 |
| 3. | The sole production source for the Ellwood Marine Terminal is the Venoco Ellwood Onshore Processing Facility, connected to the marine terminal by Line 96. One facility cannot function without the other. Please explain how the State Lands Commission would reconcile "stranding" the offshore lease production should the decision be made not to approve the lease renewal.   | 13-4 |
| 4. | The Ellwood Marine Terminal supports the only marine oil barge service in the Santa Barbara Channel. Because of permit restrictions, the barge Jovalan is the only marine vessel allowed to transport the Venoco crude oil. Although the barge is regularly inspected and maintained pursuant to maritime and other safety regulations, it is nonetheless perhaps lacking in modern technologies that could reduce its potential operational hazards. We ask that the EIR consider what additional safety measures could   | 13-5 |

be added to the barge, including its replacement with a more modern vessel with a double, or at least more secure hull design, to prevent leaks and spills. Additionally, we ask that the EIR evaluate a more accurate cargo metering system to better account for volumes of oil received and delivered. This would help in determining, or eliminating, a potential leak source in the event of an oil spill in the marine environment. These comments also apply to NOP Section 6.1.6 Hazards and Hazardous Materials.

13-6

5. The Ellwood Marine Terminal is located 2,200 feet southwest of the proposed development site for the Ocean Meadows single-family residences. The consultant firm URS prepared an EIR for the Ocean Meadows Residences project, which includes both single-family and multi-family development, as well as Ocean Meadows golf course improvements and modifications. This EIR is available on-line at:

<http://www.countyofsb.org/plandev/devrev/projects/oceanmeadowsseir/default.html>

The EIR addresses the potential hazards that could result to the proposed Ocean Meadows development from upset conditions at the Ellwood Marine Terminal. The last paragraph on Page 4.5-3 (Hazards and Hazardous Materials) of the EIR states that:

"A risk assessment of the onshore Ellwood Marine Terminal, which is located within the Venoco Lease within the University's North Campus property (see Figure 4.5-1), was prepared by PLG Engineers, Applied Scientists, and Management Consultants to assess the potential risk of fire, explosion, and release of toxic gas from the Ellwood Marine Terminal (Wallace, Roberts and Todd, 1997). The PLG analysis concluded that no explosion hazard exists at the Ellwood Marine Terminal. Fire-based thermal radiation hazards exist at the Ellwood Marine Terminal facility and represent a potential hazard to nearby areas. Although no ignition sources were identified at the Ellwood Marine Terminal, the potential was reported for crude oil to spill, ignite, and burn. PLG reported no scenarios that would lead to a catastrophic release of hydrogen sulfide gas from the Ellwood Marine Terminal facility. However, evaporation of hydrogen sulfide gas from a pool of spilled crude oil could be expected at a concentration of 30 parts per million (ppm) in air at distances up to 355 feet of the Ellwood Marine Terminal."

We ask that the lease extension EIR incorporate the above information, and utilize the environmental setting information in the Oceans Meadows EIR as appropriate, for consistency in analysis. Also, the preparers of the lease extension EIR should consider whether other nearby populations could be affected by potential hydrogen sulfide (H<sub>2</sub>S) and other related pollutant exposures. Persons who may be affected include the University Children's Center, the Isla Vista Elementary School, the West Campus Faculty Housing, and the University Student Housing.

13-7

6. The Ellwood Marine Terminal is an aging facility, with continued exposure to the harsh conditions of the marine environment. The NOP identifies that the entirety of the marine terminal operations will be reviewed in the EIR, including the tanks, pump house and marine loading line. Due to the dynamic beach conditions in the vicinity caused primarily by winter wave action, the marine loading line is often exposed and at greater risk from the natural elements as well as third party damage. In order to ensure the safe operations of the loading line, a number of yearly and as-needed inspections are required of Venoco which include:

- Annual hydrotest of the pipeline as required by the State Lands Commission.
- Long Range Guided Ultrasonic Screening Inspection (GUL)
- Visual inspections of the loading line by Venoco to ensure that the free span does not exceed 30'.
- In addition, Venoco's commitment to repair the external coating on the loading line when exposed by winter storms, or as the situation warrants.

In addition to the above, we ask that the EIR include a free span stress analysis of the loading line to determine the cumulative effect of the repeated settling that has occurred over its years of operations.

13-8

7. The EIR should include a detailed baseline project description. This baseline determination will be critical in identifying potential impacts and their significance. The current processing throughput is approximately 3,800 barrels per day, limited physically by reservoir productivity and technically by Air Pollution Control District permit emission restrictions. However, the actual permitted oil and gas throughput volumes are 20 thousand barrels per day and 20 million standard cubic feet per day, respectively. Currently, the only oil and gas throughput at the Ellwood Onshore Processing Facility is from Platform Holly, producing from the South Ellwood Field. There currently is a Recommissioning Plan under consideration by the State Lands Commission for State Lease 421. To proceed, the Recommissioning Plan would also require City permits. As proposed, that production would also enter the Ellwood Marine Terminal via Line 96 for barge transport. The estimated production life of that lease is approximately 12 years, with an estimated peak production rate of 680 barrels per day the first year, and 113 barrels per day the last year.

13-9

13-10

#### Specific Comments

1. Section 3. Lease History, page 1 – It is unclear whether the 1997 lease assignment to Venoco was for 10 years, or for the remaining period of the previous lease holder. Also, please clarify if Venoco has received yearly extensions of the previous lease, and why a 10 year lease renewal would only run through 2013, rather than 2014 or even 2015,

13-11

	depending upon the lease renewal processing timeline. This comment applies also to all other instances in the NOP where a 10 year lease is identified.	13-11, cont.
2.	Section 4. Description of Proposed Project, page 2, first paragraph – The term “dedicated barge” should be replaced in the EIR with “Barge Jovalan” as that barge is named specifically in the facility permits and certificates of financial liability and cannot be substituted without formal modifications.	13-12
3.	Section 6.1 Potentially Significant Impacts to be Addressed in the EIR, page 3, first paragraph – The lease period is listed as 10 years, but as identified in General Comment 2, there is a three year discrepancy between the end date of the marine lease and the UCSB land lease. Please clarify in the EIR how that discrepancy will be handled.	13-13
4.	Section 6.1.2 <u>Biological Resources</u> – In addition to the identified sensitive resources, the EIR should evaluate the potential impacts to the greater Coal Oil Point Reserve, which encompasses and extends beyond the resources noted in the NOP. The Reserve is of local, regional and national significance because of its unique and endangered habitat diversity. The Reserve provides vital onsite educational and research opportunities, including tours for academicians, local residents and visitors. As such, the impact analysis should include the potential impacts on the entirety of the Reserve’s opportunities, not just the physical environment.	13-14
5.	Section 6.1.6 <u>Hazards and Hazardous Materials</u> , page 8 - In order to reduce the potential for marine and onshore upsets, mitigation measures should include a full technical operational integrity analysis of both the offshore and onshore, including the tanks, piping (onshore and offshore) and the barge Jovalan. The barge loading and safety procedures should be evaluated, including whether the barge is permitted to load during adverse weather conditions, and whether there is adequate spill prevention equipment either on the barge, immediately onshore, or in the vicinity to address a worst case spill.	13-15
6.	(No Section number) <u>Fire Protection/Emergency (Oil Spill) Response</u> , page 11 – The EIR should include a discussion and analysis of the adequacy of the local oil spill response, including the County Fire Department, Office of Emergency Services, the industry cooperative network, and Clean Seas. This will help in determining the potential significance of any impacts to these emergency response resources.	13-16
7.	Section 6.3 Preliminary Listing of Alternatives to be Addressed in the EIR – In evaluating potential alternatives, we recommend that the EIR utilize screening criteria that address environmental, economic, social and technological factors, as appropriate. Many of these criteria can be adapted for this project from the County of Santa Barbara’s Siting Gas Processing Facilities, Screening and Siting Criteria. An example of using the adapted criteria can be found in the Molino Gas Project Final EIR (95-EIR-02), SCH# 95031016.	13-17

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|----|---|-------|
| 8. | Section 6.3.1 No Project Alternative – As stated in General Comment 3, please reconcile the impact of this alternative on the continued operation of the Ellwood Onshore Processing Facility, and the production of the South Ellwood Field.  | 13-18 |
| 9. | Section 6.3.2 Construct a New Pipeline Alternative – In developing this alternative, it should be made clear that the tanks at the Ellwood Marine Terminal would not be used for storage, and that new storage would be necessary at either the Ellwood Onshore Processing Facility (EOF) or other identified upland sites. The feasibility of adding additional storage at the EOF must take into account the fact that the EOF site is zoned Recreation, and the facility is a legal non-conforming use. This zoning designation and non-conforming use status greatly limits any future development at the EOF site, unless the modifications can be demonstrated to provide a public health or environmental benefit. | 13-19 |
|    | Without exception, pipelines are superior to all other modes of oil and gas transportation, especially marine tankering. This is especially true with the ongoing National state of emergency and the apparent vulnerability of the marine tinkering facilities. As such, we ask that the pipeline alternative be developed to a project level of detail.   | 13-20 |

This concludes our comments on the Notice of Preparation for the proposed Ellwood MarineTerminal lease extension. If you have any questions, please feel free to contact Kevin Drude of my staff at (805) 568-2519.

Sincerely,

STEVE CHASE  
 DEPUTY DIRECTOR

Cc: Fred Stouder, Goleta City Manager  
 Terry Dressler, Air Pollution Control District  
 Alison Dettmer, California Coastal Commission  
 Bob Poole, Western State Petroleum Association  
 Environmental Coalition of Santa Barbara  
 David Sangster, Area Resident

G:\group\energy\wp\ellwood\enoc\ent\lease renewal\nop\comments - County

August 13, 2004

Ms. Marina R. Brand  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

Re: Comments on the EIR Notice of Preparation Scoping Document  
Proposed Ellwood Marine Terminal Lease Renewal

Dear Ms. Brand:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the proposed Ellwood Marine Terminal lease renewal. The City of Goleta is pleased that the State Lands Commission has chosen to prepare an Environmental Impact Report, due to the potentially significant impacts identified in the scoping document.

As was demonstrated at the public scoping hearing on August 4, there is significant public concern with renewal of the lease. The concerns expressed included potential impacts on children's health due to emissions, the overall safety considerations of a barging operation within and near sensitive receptors, the overall physical integrity of the aging marine terminal facilities, ongoing odor complaints, and threats of oil spills to the sensitive resources within and nearby the City's jurisdiction along the Ellwood Coast. Those resources include the nature preserve that the City is currently trying to secure. At the State level, more than \$10 million has been invested by the Wildlife Conservation Board, the Coastal Conservancy and Caltrans EEMP toward the establishing the preserve. Further, an \$800,000 federal investment has also been committed to this preservation project.

Another sensitive resource of concern is the Coal Oil Point Reserve. The Reserve is replete with sensitive, unique and endangered plant and animal species, and provides some of the last remaining beneficial and rare wetland habitat remaining along our coast. In addition, the Reserve offers unique educational opportunities to local colleges and universities, visiting researchers, local elementary and high schools, as well as a place of profound interest and enjoyment to local residents.

In addition, the area surrounding the marine terminal is the subject of a long range planning study entitled the "Joint Proposal for the Ellwood-Devereux Coast" to establish planning and policy guidance for future development and resource protection, including



the marine terminal site. Additional area development may also be found in the EIR prepared for the Ocean Meadows Residences project, discussed below.

Please consider our following comments in preparing the draft Environmental Impact Report. We provide both General and Specific comments. For your convenience, we identify the NOP page, section and paragraph to which the comments apply, where possible.

General Comments

- |    |   |      |
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| 1. | The Ellwood Marine Terminal is the last remaining and operational marine loading facility in Santa Barbara County. Santa Barbara County is currently in the process of amending their Coastal policies and Coastal Zoning Ordinance to remove the provisions for marine tankering. Only those facilities that are currently permitted and active (Venoco) will be permitted to continue in operations, including any lease extensions. If these amendments are carried forth, we ask that this information be considered within the Cumulative Projects impact analysis.  | 14-1 |
| 2. | The onshore portion of the Marine Terminal lies on property leased from the Regents of the University of California, Santa Barbara. That lease runs through the year 2016. The proposed State Lands Commission lease for the offshore portions would run through the year 2013. How does the State Lands Commission plan on reconciling these different lease expiration dates? Are there plans to offer one year extensions for the remaining three years, and would there be a public process? Also, would any site clean up efforts occur during the lease extension period, or would that happen after the lease has expired? | 14-2 |
| 3. | The sole production source for the Ellwood Marine Terminal is the Venoco Ellwood Onshore Processing Facility, connected to the marine terminal by Line 96. One facility cannot function without the other. Please explain how the State Lands Commission would reconcile "stranding" the offshore lease production should the decision be made not to approve the lease renewal. In that regard, please explain if this renewal process is truly discretionary, or does the facility operating history provide a vested rights guarantee of lease renewal.  | 14-3 |
| 4. | The Ellwood Marine Terminal supports the only marine oil barge service in the Santa Barbara Channel. Because of permit restrictions, the barge Jovalan is the only marine vessel allowed to transport the Venoco crude oil. Although the barge is regularly inspected and maintained pursuant to maritime and other safety regulations, it is nonetheless perhaps lacking in modern technologies that could reduce its potential operational hazards. We ask that the EIR consider what additional safety measures could be added to the barge, including its replacement   | 14-4 |